

REMARKS

This amendment is in response to the Official Action dated October 13, 2006. In this amendment, Claim 16 has been added. The application now includes Claims 1, 2, 4-8, 12, 14-16 with Claims 1, 15 and 16 being the only independent claims. Favorable reconsideration, in view of the above amendments and accompanying remarks, is respectfully requested.

In paragraph 2 of the Official Action, the Examiner has rejected Claims 1, 2, 4-8, 12, 14 and 15 under the provisions of 35 U.S.C. 102(b), as being unpatentable over U.S. Patent No. 4,716,994 to Iwamoto. These rejections are respectfully traversed in light of the following reasons.

Claims 1 and 15 specifically recite in part:

“wherein the at least one force transmission member is disposed *at one side* relative to the caliper in order to take up and transmit the generated peripheral force in only *one of the two peripheral force directions*.” (Emphasis added)

None of the cited references, alone or in combination, discloses or suggests such a structure as now recited in Claims 1 and 15.

Specifically, Iwamoto discloses a radically different concept to the present invention. The Iwamoto arrangement effectively replaces the rigidly fixed brake carrier of the present invention with a pivotable carrier or support member 8 (referred to by the Examiner as the “at least one force transmission member”), which carries both the brake pads 6, 7 and the caliper 2. The support member 8 is a relatively massive structure which is disposed at *both sides* relative to the caliper 2 and is designed to take up and transmit the generated peripheral force in *both of the two peripheral force directions*. In other words, the Iwamoto arrangement provides a carrier member 8 which is pivotally mounted to the rigid knuckle 11 on the vehicle chassis for a teetering or see-sawing movement back and forth in *both of the two opposite peripheral force directions*. (See Iwamoto at Col. 3, lines 57-63).

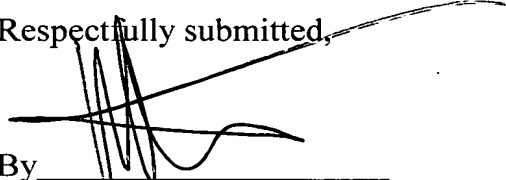
The present invention, by contrast, concerns a disc brake 10 which is supported in a conventional manner on a brake carrier 14, which is mounted in a vehicle-fixed manner. (See specification at page 5, lines 24-26.) Thus, the present invention is able to be incorporated in an otherwise conventional disc brake arrangement having a conventional vehicle-fixed disc brake carrier arrangement. By contrast, in Iwamoto, the entire brake carrier configuration is unconventional with the brake carrier effectively being pivotally mounted to the chassis, as discussed above. Furthermore, as specifically recited in the claims, in the disc brake of the present invention the at least one force transmission member is disposed just at one side of the caliper so as to take up and transmit the generated peripheral force in only one of the two peripheral force directions. Therefore, not only does the present invention not require a completely new brake carrier arrangement, it also enables the force transmission member to be formed as a much smaller and lighter element, thereby providing a significantly improved dynamic force measurement. Accordingly, it is believed that Claim 1, along with its associated dependent claims, and Claim 15, are patentable over the cited references.

New claim 16 is directed to a “disc brake” and generally follows the language of Claim 1. In addition to the limitations discussed above with respect to Claim 1, Claim 16 further recites that disc brake includes: 1) a brake carrier adapted to be rigidly fixed to a vehicle; 2) that the caliper is carried by the brake carrier; and 3) that the brake shoes are supported against upstanding parts of the brake carrier adjacent the brake shoes. By contrast, Iwamoto discloses: 1) that the brake carrier 8 (i.e., the “force transmission member”), is pivotally mounted to the knuckle; 2) that the caliper 2 is carried by the force transmission member 8; and 3) that the friction pads 6 and 7 bear against upright parts of the pivotally mounted brake carrier 8 (i.e. the “force transmission member”) and, in relation to the peripheral force, are supported by a vehicle-fixed knuckle 11 under the carrier 8. Accordingly, it is believed that Claim 16 is patentable over the cited references.

In view of the above amendments and accompanying remarks, it is believed that the application is in condition for allowance. However, if the Examiner does not believe that the above remarks and amendments place the application in condition for allowance, or if the Examiner has any comments or suggestions, it is requested that the Examiner contact Applicant's attorney at (419) 255-5900 to discuss the application prior to the issuance of an action in this case by the Examiner.

Respectfully submitted,

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